

1902 Chainless Columbia Bicycles

The "COLUMBIA" of today has reached a state of perfection unequalled in any other bicycle, and its popularity is ever increasing.

Light running uphill or on the level, cushion frame, choice of tires, saddle, pedals, etc. Price—

\$85.00

Large stock now on hand and we sell them for cash or on installments.

E. O. HALL & SON, Ltd.
ENLERS' BLOCK, FORT STREET.

MOET & CHANDON'S
WHITE SEAL : - : champagne

was exclusively used at the dinner given by President Roosevelt to Prince Henry following the christening of the Kaiser's new yacht Meteor. It is the favorite brand exclusively used by all connoisseurs.

H. HACKFELD & CO., LIMITED
SOLE AGENTS HAWAIIAN TERRITORY.

VENTURA WAS SAVED ENGINEER OF WARREN

BY COMPLIANCE WITH
THE REQUIREMENTS

Of Marine Insurance—Moscos, Ship
Carpenter, Became Angry and
Tried to Set Big
Liner Afire.

San Francisco, March 19.—Strict compliance on the part of the Oceanic Steamship Company with the marine insurance requirements saved the big mail steamship Ventura Monday night from serious damage, if not total destruction, by fire.

Because he blamed the Ventura's boatwain for causing his discharge from the ship, George Moscos, a ship carpenter, entered the forecastle of the Ventura Monday night, smashed everything breakable in the boatwain's room, threw all that petty officer's clothes aboard, poured mineral oil over the woodwork in the porter's store room, and then, after adjusting the ventilators so as to insure a draught, applied a match to the wood.

The mineral oil, on account of its non-combustible qualities, is the only kind of illuminating oil the insurance companies will allow to be used on shipboard. Had it been kerosene, as Moscos might have imagined from the can in which he found it, nothing could have averted a hot fire and a terrific explosion, as many gallons of fuel were stored in the vicinity of the fire. As it was, however, the flames died out after blackening the walls and blistering the paint. The fact that arson was attempted was not discovered until yesterday morning.

Moscos was carpenter on the Ventura on her last voyage. He was dismissed for brawling with a sailor while the vessel was awaiting discharge from quarantine. He blamed George Blair, the boatwain, for his dismissal.

Moscos' clothes are still aboard the Ventura and about 9:15 o'clock Monday night he went to the forecastle for the purpose, he told Quartermaster Randall Rogers, of getting his belongings. He stayed in the forecastle but a few minutes. As he went ashore he said he would return later, when the boatwain was on board.

About midnight he went back. Soon after he entered the forecastle Rogers heard a crash of breaking glass. Going forward to investigate he met Moscos coming up the companion way.

"It's all right," said the carpenter, "that door was jammed and I had to force it open. Don't report me, I'll wait for my clothes until tomorrow. I don't want to wake the men."

Rogers escorted Moscos off the ship. As he was saying good-night two members of the crew, partly dressed, rushed on deck, yelling.

"Arrest that man. Don't let him go. He's wrecked the forecastle."

Moscos took this as his cue and made a rapid exit. He returned to the dock yesterday morning and was arrested by Police Sergeant Tom Mahoney. He was locked up on a charge of malicious mischief.

Considering the brevity of Moscos' visits the amount of damage he wrought was marvelous. Furniture was backed to pieces, crockery smashed and everything breakable in the boatwain's room was broken. The boatwain's entire wardrobe was thrown into the bay and a concertina belonging to a member of the crew was smashed to smithereens.

Moscos refused to discuss the matter yesterday morning. He knew nothing about breaking anything, had never heard of a fire and couldn't imagine how anybody could think he would harm the boatwain.

Moscos is said to be a good carpenter, but has been in trouble before and is said to have left the steamship Newport under the cloud of a similar exhibition, the responsibility for which, however, was never quite brought home to him. Prior to joining the Ventura he worked for the Hieson Iron Works. He is a Greek, about 25 years old.

Tourists find every requirement in the photographic line at the Honolulu Photo Supply Co. Films, plate, papers, etc., and the very best finishing work.

HAS HIS OWN OPINION
ABOUT MCK. WILLIAMSON

Roasts Local Army Quartermaster in
No Uncertain Terms—Reasons
for Resigning From
Transport.

San Francisco, Mar. 20.—Chief Engineer W. H. Phillips of the transport Warren returned yesterday on the steamer City of Peking. As a result of the alleged presumptuous interference of Captain McK. Williamson, depot quartermaster at Honolulu, in the work of repairing the damage to the Warren's propeller, Phillips resigned his position. First Assistant Engineer E. Swain and Second Assistant Engineer W. Henning of the Warren also resigned their positions for the same reason, Swain accepting a position on an inter-island steamer and Henning taking a position as engineer at the quarantine station at Honolulu.

"The interference of this Captain Williamson, a cavalry officer, was more than I could stand," said Phillips yesterday. "He appeared to have superior knowledge of everything pertaining to the transport, and was generally very annoying. He even attended to the work of raising the stern of the vessel so that work could be prosecuted in repairing the broken propeller, his method in this instance consisting in placing 300 sacks of coal on the forecastle head."

"He gave orders to Foreman Williams of the Honolulu Iron Works, who was superintending the work with a force of mechanics, and said that unless his verbal orders were obeyed he would put them in writing, and if they were then unheeded all hands would be discharged. Williams wanted to know if he was to be annoyed by too many orders in the matter from different bosses."

"I soon got enough of Captain Williamson. I have been with the transport service since its inauguration, and before that was under Captain Sigbee in the Cuban campaign, but this Honolulu depot quartermaster was too much for me."

Honolulu advices dated March 12 stated that the Warren was ready for sea again and would start that day on her way to Manila, after having been repaired by an ingenious method. The docking facilities of Honolulu not being adequate for a vessel the size of the Warren, steps were immediately taken to replace the blade while the ship was moored to Navy wharf No. 2. Luckily the vessel possessed a spare blade, otherwise time and money would have been sacrificed at the expense of the transport service, for in Hawaii labor and castings come high.

Under the direction of Captain Williamson, quartermaster, the Warren's after cargo was discharged, and many tons of beef, bacon and flour, in addition to the ship's iron, stowed forward. Two thousand, eight hundred and sixty bags of coal were stacked to the height of her jackstaff, and 540 tons of car wheels and pig iron and a fifty-ton water tank placed on her bow aided materially in making her forward draft twenty-five feet. Her draft was thirteen feet eight inches, which afforded ample room for the workmen to handle the propeller blades.

QUARANTINE ISLAND VESSELS

San Francisco, Mar. 18.—The bark Edward May and the large schooner James Rolph, both from Kahului, have been sent into quarantine. The Edward May reached port Sunday night, after a run of twenty-one and a half days, and the James Rolph arrived yesterday, twenty-four days out, both with cargoes of sugar.

London is now considering a proposal to have the streets along which the coronation procession will pass decorated by stage painters.

SHIPPING INTELLIGENCE

TIDES.													
DAY.		March.		P. M.		A. M.		P. M.		A. M.		P. M.	
		High Tide.		Low Tide.		High Tide.		Low Tide.		High Tide.		Low Tide.	
Monday.....		24	4 10 1.5	1 55	0 00	7 10	1 10	4 10	0 00	7 10	1 10	4 10	0 00
Tuesday.....		25	4 58 2.5	4 10	0 10	7 10	1 10	4 10	0 10	7 10	1 10	4 10	0 10
Wednesday.....		26	5 40 3.5	5 14	0 14	7 10	1 10	4 10	0 14	7 10	1 10	4 10	0 14
Thursday.....		27	6 21 4.5	6 10	0 10	7 10	1 10	4 10	0 10	7 10	1 10	4 10	0 10
Friday.....		28	7 00 5.5	6 50	0 10	7 10	1 10	4 10	0 10	7 10	1 10	4 10	0 10
Saturday.....		29	7 38 6.5	7 05	0 12	7 10	1 10	4 10	0 12	7 10	1 10	4 10	0 12
Sunday.....		30	8 15 7.5	7 15	0 15	7 10	1 10	4 10	0 15	7 10	1 10	4 10	0 15
Monday.....		31	8 50 8.5	7 45	0 15	7 10	1 10	4 10	0 15	7 10	1 10	4 10	0 15